



Memorandum

To: City of Lynnwood Permitting Staff
From: Sierra Carson, AICP Candidate
Copies: Windi Shapley, Christopher Silveira, Todd Jacobs, File
Date: February 9, 2021
Subject: Community Transit *Swift* BRT Orange Line
Edmonds College Transit Center Project Design Review Narrative
Project No.: 32880H

Summary

The proposed *Swift* BRT Orange Line Transit Center at Edmonds College triggers Project Design Review (PDR). The proposal is consistent with the City of Lynnwood Comprehensive Plan; applicable provisions of LMC 21.25; and applicable design guidelines. This narrative summarizes the project and its conformance to decision criteria set forth in LMC 21.25.145 (B).

Introduction

Community Transit is planning for expansion of *Swift* BRT service in Snohomish County. In 2011, Community Transit adopted the Long-Range Transit Plan 'Thinking Transit First' that identified a network of future *Swift* BRT lines running on Transit Emphasis Corridors that connect urbanized areas of Snohomish County. The *Swift* Orange Line will connect two main east/west corridors – 164th Street SW/SE and SR 524/196th Street SW in south Snohomish County; providing access to the regional transportation network, including the future Sound Transit Link light rail at the Lynnwood Transit Center (to be completed by 2024).

The *Swift* Orange Line project site is located in Snohomish County, WA. The approximately 11-mile route includes portions of 68th Avenue W, SR 524/196th Street SW, 44th Avenue W, Alderwood Mall Boulevard, 33rd Avenue W, 184th Street SW, 36th Avenue W, 164th Street SW/SE, SR 527/Bothell-Everett Hwy, Dumas Road, and Park Road (Figure 1). The route, lying within portions of unincorporated Snohomish County and the cities of Lynnwood and Mill Creek, extends from a proposed transit center at Edmonds College (western terminus) to the existing transit center at McCollum Park Park & Ride (eastern terminus). The *Swift* Orange Line BRT will connect service to Edmonds College, Lynnwood City Center, Alderwood Mall, Mill Creek Town Center, four (4) park and rides (Lynnwood, Swamp Creek, Ash Way, McCollum Park), and three (3) future Sound Transit Link Light Rail stations.

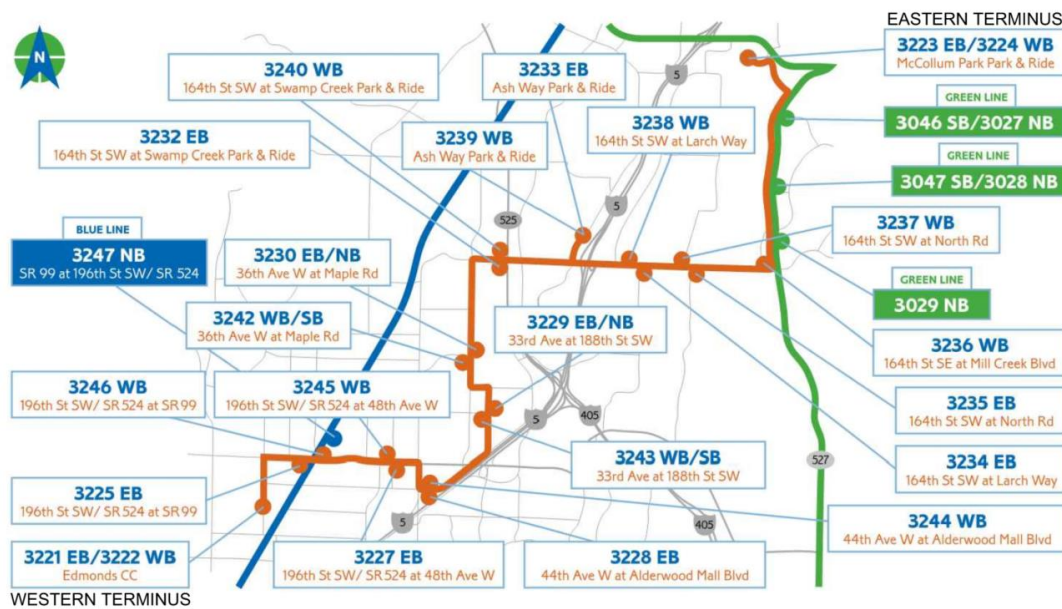


Figure 1 – Orange Line Route Map

Western terminus at Edmonds College

The proposed Edmonds College Transit Center will be the western terminus of the *Swift* Orange Line. The Transit Center will be located on the eastern edge of the Edmonds College campus along 68th Avenue W between 200th Street SW and 202nd Place SW, northeast of the existing transit center, existing conditions are shown in Figure 2 and 3 below. The Transit Center will include one *Swift* station, one *Swift* drop-off area, one *Swift* layover area, four local bus stops with layover area, a driver comfort station (restroom facility), hardscaping, landscaping, retaining walls, signage, and related improvements. Due to its location in the College District Mixed Use (CDM) zoning district, the proposal triggers Project Design Review (see LMC 21.57.500).

Figure 2. Existing streetscape, looking south along 68th Ave W



Figure 2. Existing streetscape, looking north along 68th Ave W

Project Description

Community Transit is proposing a new transit center at Edmonds College (EC) along 68th Avenue W between 200th Street SW and 202nd Place SW. The EC Transit Center will be the western terminus of the *Swift* Orange Line and was planned in coordination with EC to be consistent with EC's adopted *Facilities Master Plan*. The proposed Transit Center will replace the existing transit center bus loop on the EC campus and will include the following features:

- One *Swift* station;
- One *Swift* drop-off area;
- One *Swift* bus layover area;
- Four local bus stops/layover areas;
- One driver comfort station (restroom facility);
- Hardscaping and landscaping, including tie-ins to existing pedestrian pathways on the EC campus;
- Seating walls, Raised planters and retaining walls;
- Signal improvements
- Signage; and
- Related site improvements.

The Transit Center is designed as two pull-out areas separated by a landscaped plaza. The design allows for both planned *Swift* operation and independent local bus operation. The interior lane serves local buses; the pull-out area along 68th Avenue W serves *Swift* buses.

Swift BRT. The proposed *Swift* station will be located on a midblock southbound pull out along 68th Avenue W. BRT buses will stop on the outermost (street side) lane of the Transit Center for loading and unloading, depart southbound on 68th Avenue W, and turn around using the existing roundabout at the intersection of 68th Avenue W and 204th Street SW. The layover area is located behind the *Swift* station, where two additional BRT buses will be able to queue.

Local buses. All existing local routes entering the proposed Transit Center are anticipated to be traveling southbound on 68th Avenue W and making a right-turn into the north entrance of the Transit Center. Buses will serve four individual stops with shelters located along the east side of the transit center pedestrian plaza. An additional local bus stop will be provided on the east side of 68th Avenue W near the intersection of 202nd Place SW for the existing northbound local route; this route will not enter the Transit Center.

Renderings of the proposed project can be seen in Figure 4 below.



Figure 4. Birdseye view of the proposed Transit Center

The proposed driver comfort station (restroom facility) is located in the pedestrian plaza between EC and the local bus lane of the Transit Center. The driver comfort station will connect to existing sanitary and water lines between 68th Avenue W and the EC.

New signal improvements including a pedestrian High-intensity Activated crosswalk (HAWK) Beacon will be installed at the intersection of 202nd Place SW and 68th Avenue W.

Edmonds College has future plans to reconfigure the existing parking lot to improve pedestrian access and circulation around the new transit center and connection to campus. These improvements are not part of the proposed Transit Center project.

A summary table with project statistics for the transit center has been provided. See Table 1 below.

Table 1. Project Summary Statistics

Edmonds College Transit Center	
Development Size	110,530 ft ²
Impervious Surface	76,125 ft ²
Parking*	
Existing	270
Removed	111
Replaced	34
Total Remaining	159
Building Coverage (Driver Comfort Station)	300 ft ²
Building Height (Driver Comfort Station)	16.33 ft

*These parking numbers are specific to the development area, and other parking on campus in unaffected.

Decision Criteria

Decision criteria for Project Design Review are set forth in LMC 21.25.145(B), as follows:

1. [The project] is consistent with the Comprehensive Plan.
2. [The project] is consistent with all applicable provisions of Chapter 21.25.
3. [The project] is consistent with the applicable design guidelines found in the Lynnwood Citywide Design Guidelines.
4. For development applications for remodeling or expansion of an existing development, [the project] is consistent with those provisions in the Lynnwood Citywide Design Guidelines identified by the director as being applicable.
5. For such applications, the director may modify applicable design standards and guidelines to provide continuity between existing and new development and/or proposed phases of development.

The following sections describe how the proposal meets each of the decision criteria.

Consistency with Comprehensive Plan

The proposed Transit Center is consistent with the Lynnwood Comprehensive Plan and will implement the following goals, policies, and strategies outlined in the plan:

Community Character

Subgoal CC-7: Provide a safe, efficient and sustainable transportation system which provides a multi-modal network for all residents, respects the environment, and is consistent with land use policies that promotes economic vitality.

Policy CC-18.7 Support Community Transit's implementation of its Long Range Transit Plan which encourages bus ridership, expansion of Bus Rapid Transit (BRT) *Swift* Line and the Commute Trip Reduction (CTR) program to continue the reduction of single occupant vehicle trips.

Policy CC-18.12 Continue to concentrate compact, mixed-use, walkable transit-oriented centers, specifically within the Regional Growth Center (which includes City Center), along Highway 99, around Alderwood Mall and within the College Mixed-Use District.

The project is consistent with the Community Character Element of the Comprehensive Plan. The project will expand the existing transportation network and provide more choice for multi modal transportation within the

College Mixed-use District. The addition of a BRT station at Edmonds College will advance the goal of encouraging compact transit-oriented development within the college mixed use district by providing a hub for high capacity transit that will connect to both the college, and the surrounding mixed use district with the rest of Snohomish County. The project will also advance Community Transit's Long Range Transit plan by providing the western terminus for the new *Swift Orange* line.

Economic Development

GOAL 3 Prioritize high-quality development & infrastructure projects.

Strategy 3.1b

Major Projects: College District.

Action 3.1b.1

Collaborate with [Edmonds College] on implementation of the College District Plan and on infrastructure planning and urban design along shared linkages and gateways.

The project is consistent with the Economic Development Element of the Comprehensive Plan. The project is a high-quality infrastructure project that will add additional connections from the college district to the rest of the region. The *Swift Orange* line will run from the college district to the McCollum Park Park and Ride north of Mill Creek. The route will run through the Lynnwood City Center, intercept with the planned light rail at Lynnwood Transit Center (opening 2024) and will connect to both the existing *Swift Blue* and *Swift Green* lines already providing high capacity transit in the region.

Transportation

Policy T-3

Work with the transit providers to make transit an attractive travel option for local residents, employees and users of regional facilities.

Strategy T-3.5

Work with private development and transit agencies to integrate transit facilities and pedestrian and bicycle connections to residential, retail, manufacturing, commercial office and other types of development.

Policy T-7

Minimize the impacts of the transportation system on the City's environment and neighborhood quality of life

Strategy T-7.1

Minimize consumption of natural resources and reduce carbon emissions through the efficient coordination of traffic flow, the promotion of non-motorized alternatives, and the use of public transit.

Policy T-9

Support the implementation of specific subarea plans such as the City Center Subarea Plan.

Strategy T-9.2

Work with appropriate community stakeholders to develop effective means to support implementation of the [Edmonds College Master Plan] and the plan for the surrounding neighborhood.

The project is consistent with the Transportation Element of the Comprehensive Plan. The project is part of Community Transit's long-term regional plan. The Transit Center will be the western terminus of the *Swift Orange* Line. The Orange Line will connect to pedestrian and bicycle networks, as well as to other regional transportation hubs.

Housing

Policy H-16.

In collaboration with [Edmonds College] and other stakeholders, update and implement the College District Subarea Plan, related zoning development regulations, transportation system improvements, and other measures.

The project is consistent with the Housing Element of the Comprehensive Plan. The project is proposed in collaboration with Edmonds College and is consistent with the College District Subarea Plan (see Edmond College Facility Master Plan section below). The project will implement transportation system improvements and follows the intent of both the College District Subarea Plan and the updated College Facility Master Plan.

Consistency with LMC 21.25

The project is consistent with the requirements of Lynnwood Municipal Code 21.25. The Transit Center is considered non-residential development and is subject to project design review (PDR) pursuant to LMC 21.25.100. PDR will consider the project's conformance to the Citywide Design Guidelines for All Districts and, because the project is located in the College Mixed Use Zone (a commercial zone), the Additional Guidelines for Commercial Districts, consistent with LMC 21.25.110. The remainder of provisions in LMC 21.25 are procedural and are anticipated to be performed by City staff.

Pursuant with LMC 21.25.150, "the director may also approve an alternative design for special types of public facility projects such as park-and-ride lots and transit centers on the basis of the unique functions they are designed to serve." The applicant is requesting design departures from certain guidelines for the Transit Center due to its unique nature. Departure requests are described with the specific design guideline to be modified in the *Consistency with Design Guidelines* section.

Consistency with Design Guidelines

The Edmonds College (EC) Transit Center plans were analyzed for consistency with both the Citywide Design Guidelines for All Districts and the Additional Guidelines for Commercial Districts. The project is the redevelopment of part of a larger site to replace and relocate the existing transit center and certain design guidelines are not applicable. In meetings with City Staff on Monday, September 21st, 2020, the project team confirmed the applicability of design guidelines based on site conditions and project components. Refer to the Design Guidelines Applicability Summary in Attachment A.

There will be no public buildings or associated open space proposed with the project. The one building proposed on site will be a driver comfort station (restroom facility) and will not be publicly accessible. This building will be treated as a minor accessory structure.

The project is consistent with site design guidelines pertaining to parking lots, landscaping, lighting, and pedestrian connections criteria. Parking lot and landscaping requirements will be applicable to the areas that will be altered by the proposal. The project is not located in any identified gateways or prominent intersections.

Lynnwood Citywide Design Guidelines for All Districts

Site Design

Locations of Parking Lots

Complies where applicable. There will be no additional parking built for the Transit Center. These guidelines are applicable only to the portions of the parking lot that will be altered by the proposed development. Existing parking lots are located between the building and the street right-of-way. The Transit Center and additional landscaping will provide a buffer of approximately 80 feet between the right-of-way and the existing parking lot. The landscaping width ranges from eight (8) feet to 25 feet along the parking lot edge, which adds to the buffer and provided variation in the width and depths of the planting. Shrubs used adjacent to the street right of way will not exceed 30 inches in height.

Requested Design Departure

The Citywide Design Guidelines require provision of 75 percent of plant materials used to be evergreen varieties in the landscape plant palette. Community Transit's adopted safety standards and Crime Prevention Through Environmental Design (CPTED) guidelines do not allow for evergreen tree varieties in this type of context. The project team requests a design departure from this guideline. LMC 21.25.150 allows the Director to authorize design alternatives for transit centers on the basis of the unique function it is designed to serve. Public safety is paramount in the design of the Transit Center to provide successful transit service.

The proposed landscape design is consistent with the intent of the Citywide Design Guidelines to provide separation between parking lots and rights of way. The transit center and incorporated landscaping will provide an average buffer of 80 feet between the right of way and the existing Edmonds College parking lot. The proposed landscape design also ensures the Transit Center remains open, with clear lines of sight through the facility and visibility from the street. Edmonds College is in agreement with this approach and the proposed landscaping design.

Parking Lot Landscaping

Complies where applicable. These guidelines apply to the portion of parking lot altered by the proposed development. Landscaping will reinforce pedestrian and vehicular circulation. Planters or low walls used to define the parking lot edges will not exceed three (3) feet where possible. Due to grade, the planters will be four (4) feet in height in some places adjacent to the parking lot. All landscaping is setback more than four (4) feet from the curb edge to provide area for vehicle overhang.

Requested Design Departure

The Citywide Design Guidelines required one tree to be provided for every ten (10) parking stalls proposed. The proposed development will remove 111 parking spaces, resulting in a temporary net loss of parking. Edmonds College is in the process of updating the parking lots campus wide per the *Facilities Master Plan*. Any landscaping triggered due to future parking space additions will be done by the college. LMC 21.25.150 allows the Director to authorize design alternatives for transit centers on the basis of the unique function it is designed to serve.

Site Landscaping

Complies. Landscaping is provided on one or both side of the pedestrian pathways, reinvoicing the pedestrian circulation routes. Planting layouts of include a wide variety of plant species rather than linear (formal) forms to avoid uniformity and provide a variety of textures that change in the same scale as the planting space. To provide for seasonal variety, perennial plants with season dependent attributes such as flowers, changing leaves, and colored bark were selected. Plant materials such as the Artic Fire Dogwood have a bright and vibrant bark color that stands out after it loses its leaves and Neo-sulphureum Barrenwort has leaves that change color from summer to winter. Irrigation systems are provided thought the landscaped areas of the proposal, but all plants proposed in the landscaping are drought resistant.

To allow for appropriate sight distance triangles at intersections, plantings are stepped back, the heights of the plantings proposed closest to the sidewalk are low ground cover plants, and taller plants are stopped back from the sidewalk.

Bark Mulch and erosion control seed mix will be used as ground cover in landscaped areas anticipating pedestrian activity. Deciduous trees such as Chinese Dogwood and Street Spire Oak are provided along the west edge of the transit center at an average 30-foot interval, providing a buffer between the pedestrian pathway and the ECC parking lot. There are no residential zoning districts adjacent to the project, so no additional screening is required. A maintenance plan will be coordinated between Community Transit and the Edmonds College.

Lighting

Complies. The proposed lighting plan will complement and be shielded from other adjacent lighting elements and will contribute to the overall character. Lighting in the parking lots will be 30 feet in height, while lighting in pedestrian areas will be 12 feet in height. Fixtures are down-shielded to prevent light spillover onto adjacent properties and the public right-of-way and use energy-efficient LED bulbs. Lighting design complies with the Illuminating Engineering Society of North America's Recommended Practices and Design Guidelines.

Pedestrian Connections

Complies. Clearly defined pedestrian connections will be provided between the Transit Center and the EC campus, as well as between the Transit Center and the sidewalks along 68th Avenue W. Plans provide additional landscaping and special paving to define these connections. A Sand Finish Plaza Paving stone will be used to define the transit center plaza, while a medium broom finish sidewalk paving will be used to define the pedestrian connections to and from the plaza (see sheet C6.301). All pedestrian connections will be five (5) feet or wider.

Walls and Fences

Complies. Walls and fences proposed in the project include visually permeable fences such as vine trellises (see sheet C6.400) and solid walls such as wall seats (see sheet C6.402, W2.1 & W2.3). The wall seats will be constructed of materials that complement the adjacent architectural styles. Chain link fences are not proposed. No fence or wall will be over four (4) feet in height.

Marking Gateways & Prominent Intersections

Not applicable. There are no gateways or prominent intersections located in proximity to the project location.

Natural Features/Green Corridors

Not applicable. There are no existing natural features within or adjacent to the development to be integrated into the project design. The project is in a previously developed right-of-way and pedestrian pathway/parking lot area. Mature trees are limited to street trees and parking lot landscaping and must be removed for the Transit Center infrastructure. Wherever possible, elements of natural features and landscaping will be replaced and extended throughout the Transit Center to create a seamless landscaped buffer between parking lots and the right of way.

Building Design**Prominent Entrance**

Not applicable. There are no public buildings proposed on site. The only building is a driver comfort station (restroom) which will not be publicly accessible. The entrance to the driver comfort station will not be emphasized. Weather protection will be provided over the entry.

Screening Rooftop Equipment

Not applicable. No rooftop equipment is proposed on top of the driver comfort station.

Treating Blank Walls

Not applicable. No uninterpreted walls longer than 30 feet are proposed.

Minor Accessory Structure

Does not comply. The proposed driver comfort station will be treated as a minor accessory structure but will not be screened from view. Due to its location in the development, and in compliance with Community Transit Driver Safety standards, a clear line of sight must be maintained around the driver comfort station.

Requested Design Departure

The Citywide Design Guidelines require minor accessory structure to be screened from view. Community Transit's adopted safety standards require clear lines of sight to be maintained between the driver comfort station and the buses. The driver comfort station will be given a similar architectural finish to match the look of the adjacent Edmonds College and will be integrated into the overall design of the Transit Center. See Memorandum on Edmonds College Comfort Station Finish Design for more detail. The project team requests a design departure from this guideline. LMC 21.25.150 allows the Director to authorize design alternatives for transit centers on the basis of the unique function it is designed to serve. Safety of both drivers and the buses is paramount in the design of the Transit Center to provide successful transit service.

Marking Gateways

Not applicable. There are no gateways in proximity to proposed development.

Materials

Complies. The driver comfort station will be constructed of concrete blocks and given an architectural finish to match the look of the adjacent Edmonds College campus. No plywood will be used as an exterior surface.

Sign Design**Integration with Architecture**

Not applicable. There will be no tenants with signs. No signage is proposed on the driver comfort station.

Creative/Artistic Elements

Not Applicable. Proposed transit center signage will be consistent with signage built at previous Community Transit transit centers (see sheet C5.403).

ADDITIONAL GUIDELINES FOR COMMERCIAL DISTRICTS**Site Design****Access Driveways**

Not applicable. There are no new access driveways proposed.

Sidewalks and Street Trees

Complies. Street trees will utilize root barriers, trunk protection measures, staking, and soil preparation when planted by sidewalks and the street right-of-way. Special paving, such as brick or other unit pavers, will extend through the site.

Site Furnishings

Complies. Site furnishing will be made of durable, weather resistant materials. Benches, bike racks, and trash receptacles will be provided through the site. Site furnishing will be integrated into the project design and will not block pedestrian access.

Plazas and Other Open Spaces

Not applicable. This project does not include publicly accessible new or renovated buildings that requires open space.

Consolidated (Shared) Access

Complies. To improve safety and reliability, shared vehicular access with the transit center is not possible.

Pedestrian connections to the college will be provided. A pedestrian High-intensity Activated crosswalk (HAWK)

signal will be installed with improvements to the intersection of 202nd Street SW and 68th Avenue W, which will improve pedestrian connections across 68th Avenue W and to surrounding neighborhoods.

Requested Design Departure

The Additional Guidelines for Commercial Districts require vehicle access to adjacent parking lots to be consolidated (shared) to reduce number of curb cuts. Community Transit requires a separate entrance for the local bus lane to keep private traffic separate from bus activity. To accomplish this separation, a new curb cut will be made just south of the existing parking lot entrance at the intersection of 68th Avenue W and 200th Street SW. Additional pedestrian crosswalks will be installed across the new curb cuts to minimize the impact on pedestrian activity. LMC 21.25.150 allows the Director to authorize design alternatives for transit centers on the basis of the unique function it is designed to serve. Safety of both drivers and the buses is paramount in the design of the Transit Center to provide successful transit service.

Relationship to Public Streets

Not applicable. There are no public buildings proposed on site. The only building is a driver comfort station (restroom) which will not be publicly accessible. The entrance to the driver comfort station will not be prominent and pedestrian access will not be emphasized.

Building Design

Overall Massing/Bulk/Articulation

Not applicable. There are no public buildings proposed on site. The only building is a driver comfort station (restroom) which will not be publicly accessible. The driver comfort station is approximately 17 feet and inches in length, 14 feet and 4 inches in width, and 16 feet in height. No horizontal modulation or vertical articulation are required.

Distance from Street

Not applicable. There are no public buildings proposed on site. The only building is a driver comfort station (restroom) which will not be publicly accessible. This accessory building is set back approximately 70 feet from the right-of-way.

Ground Floor Transparency

Not applicable. There are no public buildings proposed on site. The only building is a driver comfort station (restroom) which is not publicly accessible. Windows are not appropriate on this building.

Opaque Walls

Not applicable. There are no public buildings proposed on site. The only building is a driver comfort station (restroom) which will not be publicly accessible. The building should not be designed to invite public inspection or perusal and is therefore designed to blend into the background.

Weather Protection

Not applicable. There are no public buildings proposed on site. The only building is a driver comfort station (restroom) which will not be publicly accessible. The building should not be designed to invite public inspection or perusal and should not encourage loitering. No canopies or awnings are provided along the façade.

Ground Level Expression

Not applicable. There are no public buildings proposed on site. The only building is a driver comfort station (restroom) which will not be publicly accessible. The building should not invite pedestrian activity and therefore does not include ground-level expression or architectural detailing.

Roof Expression

Complies. The driver comfort station will have a roof pitch of 4:12.

Colors

Complies. The iconic *Swift* Station was approved as part of the Development Agreement for this project (see Attachment B) and will not be reviewed for compatibility with these design guidelines.

SEPA/NEPA

Pursuant to LMC 21.25.145(A)(1), a SEPA threshold determination is required to be issued prior to the director's decision on the project. Community Transit, as the agency initiating this proposal, is designated as Lead Agency pursuant to WAC 197-11-926. Community Transit Prepared a NEPA Documented Exclusion (DCE) for this project. The Federal Transit Administration (FTA) reviewed and concurred with the NEPA documentation on May 21, 2020, refer to Attachment C. Community Transit currently intends to adopt its NEPA environmental analysis to fulfill its SEPA obligations pursuant to WAC 197-11-610, WAC 197-11-600(4)(a), and WAC 197-11-630. Due to route revisions unrelated to this site, Community Transit is in the process of completing a NEPA Re-evaluation process and will be obtaining an updated concurrence from the FTA prior to adopting NEPA. If delays occur obtaining this updated concurrence, Community Transit is prepared to complete a SEPA checklist process and issue a threshold determination separately. We are requesting that the City proceed with their review and understand no decisions will be issued until Community Transit complete its SEPA process.

LMC Chapter 21.57 College District Mixed Use (CDM) Zone

Pursuant to LMC 21.57.300 Public Transit stops and stations are principles uses permitted outright in the College District Mixed Use (CDM) zone. The proposed project is consistent with the applicable zoning development standards.

Building to Site Relationship

The proposed project does not exceed any of the minimum or maximum site regulations. Due to the unique nature of the transit center, the project will be built on the eastern edge of the Edmonds College property, with an additional right of way easement.

Building and Uses.

The scale and design of both the Transit Center and Driver Comfort Station (restroom) will be compatible with the surrounding development. The driver comfort will be clad in the same architectural finish as the adjacent Edmonds College. New utility services for the driver comfort station will be placed underground. The proposed transit center is located along 68th Avenue W between 200th Street SW and 202nd Place SW, which is designated as a 'pedestrian-oriented' street. The proposed transit center does not include a public building or a structure over two stories but will enhance the pedestrian atmosphere of 68th Avenue W by providing an improved pedestrian environment.

Outdoor Areas

The proposal will include decorative landscaping and distinct pedestrian paving. Wall seating, bike racks, and bike lockers are provided for transit center users. Deciduous trees such as Chinese Dogwood and Street Spire Oak are provided along the west edge of the transit center at an average 30-foot interval, providing a buffer between the pedestrian pathway and the EC parking lot.

Other Limitation and Standards

There are no applicable limitations of the "Public Transit Stops and Stations" use contained in chapter 21.46 Commercial zone. Parking lot design will be coordinated with ECC.

Edmonds College Facilities Master Plan

The proposed Transit Center was located on the Edmonds College (EC) campus in coordination with EC staff and is consistent with the *Facilities Master Plan*, dated January 22, 2016. The adopted 10-year campus development plan (see Figure 5 below) identifies a relocated transit center along 68th Avenue W between 200th Street SW and 202nd Place SW. The *Facilities Master Plan* states that “moving the transit center is critical for improving vehicular circulation and access to parking” and will “enable the reconfiguration of both vehicular and transit circulation to allow students to browse the parking more effectively and transit to operate more efficiently.”¹



Figure 1-1 10-Year Campus Development Plan - Facilities and Site

Figure 5 – Edmonds College 10-year campus development plan

¹ Schact Aslani Architects. *Facilities Master Plan, Edmonds Community College*. January 22, 2016. <https://www.edmonds.edu/about/documents/master-plan.pdf>

In analyzing existing conditions and setting goals and recommendations, the *Facilities Master Plan* describes a healthy demand for public transportation at EC that is expected to increase with continued growth. Availability and access to public transit enables students from around the region to attend EC and is an appealing feature for prospective students considering enrollment. The location of the existing transit center, however, is problematic because it disrupts vehicular circulation and is a barrier to the perceived main vehicular entrance to the campus. The *Facilities Master Plan* proposes the following measures:

- Moving the transit center to the northeast corner of the east parking lot, utilizing the signal at 200th Street SW and 68th Avenue W;
- Sizing the transit center to accommodate six bus stops and layover space for two additional buses; and
- Improving pedestrian access and circulation around the new transit center and connection to the campus.²

The proposed Swift Orange Line Edmonds College Transit Center is in the preferred location identified by the *Facilities Master Plan* and in the same general configuration shown in the adopted 10-year campus development plan. The Transit Center is sized for three Swift BRT stops/layover and four local bus stops/layover. Construction of the new Transit Center will also include new plazas and pathways, public realm amenities, and signage to improve pedestrian access, circulation, and connectivity around the Transit Center and to the EC campus facilities. The proposal is consistent with the *Facilities Master Plan*.

Attachments:

Attachment A—Design Guidelines Applicability Summary

Attachment B—Approved Interlocal Agreement

Attachment C—DCE Letter of Concurrency

² *Ibid.*